

CAR

Entertainment Weekly

NOV 17

WINNERS: FORTNITE SHOWS
HOW TO WIN AT GAMING

SHOOTING FROM SPACE
ON A BOMBING RUN

The Most Amazing
Regarded After Production

How to Not
Get Hit by Cars

Millions of Cars
in 100 Miles

Madness?



WORLD NEWS • ACTRESS • MOVIES • MUSIC • TV

CAR Bust-

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Back cover: Artwork by Andy Singer. Poster by Randy Ghent.

Dearest Faithful Reader...

This Is It! Issue 17 Is Here!

Yes, just when you thought we'd forgotten about you entirely, here comes the latest magazine to warm your spirits and cheer up your day. Within it you'll find some enticing features and all the usual sections that you've grown to love – or hate, or grown totally indifferent to. They're here, anyway...

If you're a regular reader, you'll notice that the style has changed. However, the redesign is only half complete, so expect further evolution. Readability is a concern, so next time the font will be wider, like this sentence (Fujiyama Light, 115% width). Hope you can cope with 110% for now.

This magazine also marks a glorious occasion for us wonkish editor-types: The hyphen in "car-free" has been removed once and for all! Carfree is now a real word rather than merely two words connected clumsily together! One Less Hyphen, One Less Word!

In related news, our group now has a second name – World Carfree Network – for occasions when

more respectability is required. (See p. 31.)

Our excuse for publishing on a less-than-quarterly basis? We have nine projects of which the magazine is but one. In particular we were very busy organising the Towards Carfree Cities III conference. (Conference report, p. 21.)

In an effort to not over-extend ourselves too much, we have regrettably cut this magazine's multi-lingual article summaries. However, we do offer a monthly e-bulletin in French, German, Czech, Esperanto, English (and

soon Spanish) versions.

We also haven't had a full staff since March, but we're steadily growing back to our usual numbers (of 5-6), with the added help of our dedicated volunteers – notably the two Steves, Steven Logan and Stephan von Pohl.

Joining us are Lucie Lebrová and Katie Sobush. Lucie, also known as Lutra, is from Prague, where she has been involved in many nonprofit projects since 1996. Katie is a transport planner and long-time activist from Atlanta, USA. We promise mugshots of the whole team next time. For now you'll

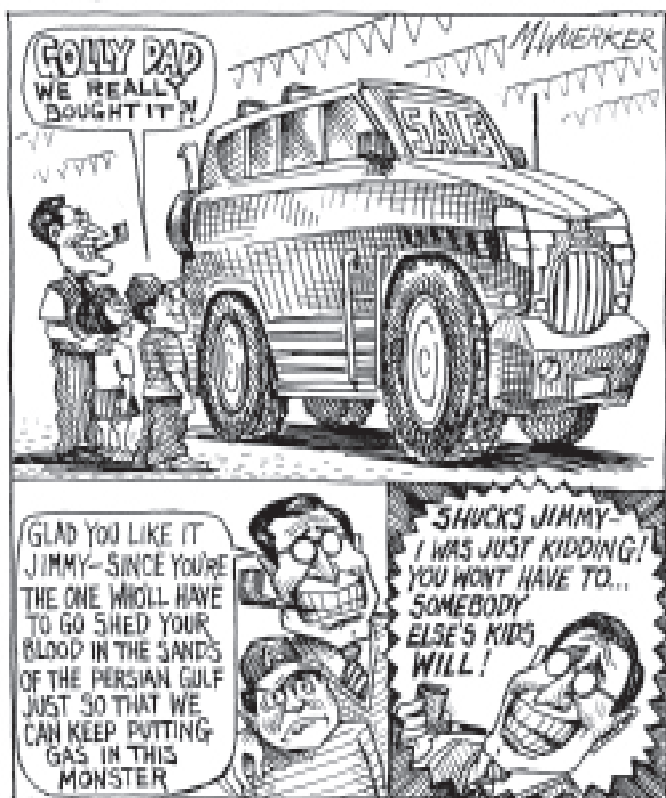


Richard

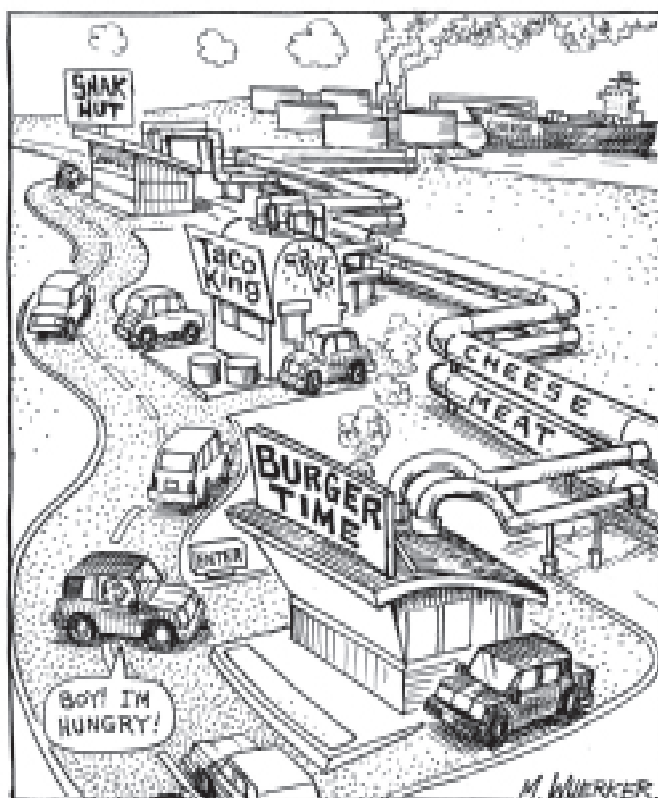


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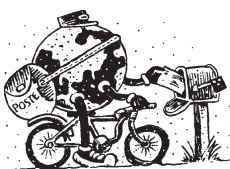
LINT TRAP



BY MATT WUERKER



Letters



The latest from Rosenthal Advertising utilises the subtle, sophisticated, soft approach necessary for winning over the unconverted motorist.

For the Record, Permit Me to State...

Dear Car Busters: Permit me to state I am the person who gave the expression "One Less Car" to New York's Transporation Alternatives from which, with your major help, it has spread worldwide, bringing me real gratification. [Us, too. Many thanks! - ed.]

I attach a JPEG of a jersey design [see above] that might amuse your members. The graphic is an American idiom but one which you can well intuit. The front of the jersey is in reverse so it can be read in the rear view mirrors of cars.

The text in the orange box on the sleeves is from the New York State motor vehicle law, the section stating cyclists have the same right to the road as drivers. Of course, this can be modified to any jurisdiction's similar vehicle code/ law.

I would appreciate your keeping my © line on this image if you circulate it. [Don't worry, it's still probably visible there in 1 pt grey... - ed.] If anyone would like to produce this, please contact me. I will be delighted to share any profit with you.

With appreciation for your work,
Richard Rosenthal

Night Cyclists With Proper Lights Last Longer

I have been trying to improve my light system on my bike. Originally it was a six-volt system with 30 watts worth of lights that lasted about an hour powered by a lead-acid battery. Since I can only ride when the family sleeps, that was not good enough.

So I replaced the bulb with a 20-watt Xenon and 20-watt halide (US\$5) cut the old lead-acid off, bought a 4000mA/hr NiMH 12v battery and charger (US\$40). I now light up the trail and get two hours of ride time. If I was riding on the road and only cared about blinding the occasional driver I could down grade to a ten-watt bulb and it would run for 4.8 hours.

Thought this might be some useful info for those who ride at night with those shitty lights that take disposable batteries. If I didn't need the long run time I could have gone with cheaper batteries for \$25ish.

Galen Kirkpatrick
Portland, Oregon, USA
[Ed. note: Thanks for the tip! But you should know there are now 400-candlepower (that's f'in bright!) bike lights that run for over 100 hours on four AA bateries. Take

Reader Finds Site for Illichville
I liked the idea of Illichville, the Mass Transportation and the charmless society. [Huh? - ed.]

To make Illichville a reality, I know a good location. Lemoore, California, or the nine-mile empty land between Lemoore and Naval Air Station would be a great location for Illichville. There is already an existing railroad right-of-way, which would be ideal to renovate and provide light rail or tramway service. The railroad right-of-way connects to Hanford Amtrak Station.

It also connects to Naval Air Station Lemoore, so sailors and Marines that can agree to live in Illichville can take light rail to Naval Air Station – also through the Transportation Incentive Program, Department of Defense pays up to \$100 a month in public transport expenses.

Talking about agriculture, Lemoore is in California's Central Valley – the fruit basket of the world. There is plenty of farm land and water irrigation that can supply Illichville with food.

Weatherwise it can get as cold as -7° C and as hot as 43° C. During the winters it can get very foggy, known as the Tule Fog; it makes driving a car dangerous, and light rail would be the ideal ride.

The town of Lemoore is small – 7,000 people and 15 km². It would be ideal location for Smart Growth in-building, to increase density making light rail viable. To make it carfree, non-car owners can stay and those stubborn car owners can move to Hanford or Coalinga. With the carfree town, the livability, more people will move in than move out.

Lemoore is 320 km southeast of San Francisco, 290 km north of Los Angeles, and 56 km south of Fresno. With the corporate idea, I don't agree. We don't need corporations running cities. Think of those corporate scandals. I hope one day Illichville becomes reality without the corporation. Lemoore CA becoming Le Illichmoore CA—in Memory of Honourable Ivan Illich.

David Yamaguchi
Silver Spring, Maryland, USA



One down, but they keep on multiplying!

Now is the best time to become a Car Buster. Join us, before it's too late! Or get a membership for a friend. See page 30.



Yamaguchi Transforms

Into Rabid Bicycle Terrorist

In Virginia the law protects car drivers and not the pedestrian. Living in Norfolk, Virginia, made me declare war against car drivers.

For the last months of living in Norfolk, I took action. When riding my bicycle, I flipped the bird at [gave the middle finger to] inconsiderate car drivers. One inconsiderate redneck SUV driver – who reminded me of Angerman in Roadkill Bill – pulled over after I flipped him the bird, when he disrespected my rights to be on the road.

He got out of the vehicle, upon approaching him I pulled out the pepper spray and sprayed him in the face. He was really suffering, tearing, and running around as if he was a bull that got kicked in the testicles. I told him “Don’t ever try to run me off the road again.”

I rode away, and learned that pepper spray is the best weapon of protection and revenge when trying to live carfree in a car-dependent regional area of USA. As a pedestrian, when at a crosswalk trying to cross the street, I flipped the bird at motorists that refused to stop to let me cross the street. Pepper spray is sold at K Marts and Wal Marts for US\$10, in the same section where they sell camping and hunting gear.

David Yamaguchi

Silver Spring, Maryland, USA

[Ed. note: Alright David, let’s get a few things straight here: (1) If you make aggressive gestures at someone who has been inconsiderate to you, and that person then merely gets out of his car to confront you, it is in no way self-defense to pepper spray him in the face! (2) You are not the Lone Ranger. You are a violent, self-righteous fool getting thrills from attacking motorists and feeling like you’re putting them to justice. (3) Your case highlights the problem with giving people military training and/or trauma, and setting them loose on the streets. Please learn to control your emotions or get help, before someone gets really hurt!

Beyond Critical Mass

While I find Critical Mass quite important even if they have to tail through red lights at the end, more needs to be done for direct education. While I ride public transport to get to a distance-prohibitive government job, I now have while a graduate student, a coordinated campaign with signs is more than ripe. [huh?]

All these people who move out to the suburbs cannot stand people in their face and are never in a more approachable location than when they sit in traffic. All other times they must only deal with their manipulated news. Thus, people need to take to the streets during slow congestion with signs noting their decreased public health, clean air, water, land. People could possibly wear costumes, hold simple direct signs, wear mouth masks to highlight the air issue, etc.

Road Pricing for the Rich

Real road pricing [like in London or Singapore; see page 11] involves charging fees/tolls for use of roads at certain peak times. The city collects the money which it can plow into public transport.

Fake road pricing (being proposed to the US Congress by Rep. Kennedy of Minnesota) allows an individual state’s Department of Transportation (DOT) to create new lanes which people (who are rich) can pay an extra fee at rush hour to use. The state DOT gets to collect the toll and use it to build more roads (or borrow against future toll revenues to leverage even more money). It’s essentially a way for state DOTs to get more money in a time of growing state deficits. Very dangerous legislation!

Andy Singer

St. Paul, Minnesota, USA



Car, Oil, War, Poetry?

Dear friends, I would like to send you a short poem of mine which I was able to easily translate from the original German into English [shown at right - ed.].

A PDF Document (ZIP) with more but only German poems entitled “Die Apokalytischen Fahrer” (The Apocalyptic Drivers) can be found at <www.schwarzfahren.de/apofa.zip>.

Fabian Tweder

Berlin, Germany

[Ed. note: Anyone else who

CAR OIL WAR

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"[T]here are those – best described as the Transport Taliban – who think individual mobility itself is anti-social.

They want to return us to some kind of entirely localised, latter-day feudal existence; and actually want lower speeds purely to make individual mobility more inconvenient and unpleasant."



CAR CULT REVIEW

Gas Guzzlers?

You Ain't Seen Nothing Yet!

The most talked-about vehicle at the North American International Automobile Show was also the noisiest. The roar of the Dodge Tomahawk could be heard throughout the vast COBO Center. The star of the show was not a car at all but a motorcycle with ten cylinders and 500 horsepower.

"It is pure mechanical sculpture you can ride," said Trevor Creed, senior vice president of design for the Chrysler Group, after the company's chief operating office, Wolfgang Bernhard, in black leather, rode the bike on stage. "It's an icon of extreme thinking in the true tradition of power-junkie passion."

The heart of the Tomahawk is its aluminium motor borrowed from the Dodge Viper sports car. It is as close as a vehicle can come to being nothing but a huge engine, and huge engines ruled this year's Detroit show. In a game of can-you-top-this, the world's carmakers unveiled engines far bigger than the four- and six-cylinder power plants in most cars today – larger even than the V-8s of the storied American past.

The show was full of 10- and 12-cylinder engines, some in cars arriving soon, others in concept vehicles meant to limn the future. The new Rolls-Royce Phantom offers a V-12 engine, as does the Mercedes-Benz new superluxury brand, the Maybach, with first-class airline seats in the back.

And then there is the Cadillac Sixteen...

- New York Times, January 12

Love at Traffic Lights

Forget night clubs, dating agencies and singles clubs. Now there's a new place to meet the love of your life – at a set of traffic lights. Spotting an attractive stranger in the car next door is a common enough occurrence. The only problem comes when the light turns to green and the car speeds off, taking a potential Mr or Ms Right with it.

But a British company has come up with an ingenious solution to the dilemma – a hi-tech system that allows anonymous motorists to swap telephone numbers without even winding down the window.

Subscribers to Road Rave simply note down the number-plate of the car in question, then send it to the company via a text message. If the other driver is registered, the two are instantly put in touch. Once contact is made, messages are relayed through the website, protecting the identities and phone numbers of both parties for as long as they see fit.

Since Road Rave's launch in November 2002, more than 1,000 people have signed up, each paying a £5.75 registration fee. The website has already attracted more than one million hits, with thousands more

unregistered drivers logging on to see if they have any pending messages under their registration number.

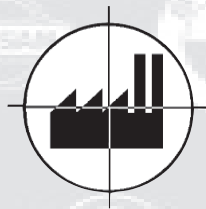
Road Rave's managing director, Jim Larsson, believes one of the reasons the site is gaining in popularity is that British people are spending increasing amounts of time in their cars.

"These days people have so little leisure time – they continually complain about how difficult it is to cement a relationship over a speedy drink in a busy bar," he said. Ironically, Larsson first came up with the idea for Road Rave over some drinks at his local pub in Sussex.

- Lidové noviny, Feb. 21

Relax!

As part of its campaign to reduce traffic accidents, the Thai Department of Transport has been asking weary motorists on long journeys to park their vehicles and rest. But it is expensive and impractical for most drivers to



Industry Watch

Digging the dirt on your favourite corporations

The Great Fuel Race Is On!

Hydrogen, hybrids, compressed air, electricity and synthetic fuels are all lining up to win a place in the car-dominated landscape of tomorrow.

Although the industry is expecting the standard internal combustion engine to still be doing most of the driving in America for the next few decades, the major car manufacturers are eyeing up the competition.

Tweaking the technology may result in a gain in efficiency of up to 25%, it's reckoned, but everyone knows that oil's days are numbered. Having teased us with green technology for decades, winning empty PR victories and disappearing behind layer after layer of greenwash, the major car makers are still not putting much of their own money where their mouths have been.

Toyota and Honda, with hybrids already out on the road and holding up well, view the technology as a stop-gap before hydrogen kicks in between 2030 and 2050. General Motors, after its expensive and abortive flirtation with electric cars, dithered for a while trying to judge which way the wind was blowing, before announcing a partnership with Shell Hydrogen in March. GM and Shell will produce six fuel-cell-powered minivans as demonstration models for legislators, and claim that they hope to be selling fuel cell vehicles to the public by 2010.

The partnership of these long-time villains has not set the environmental movement into a happy dance. The Sierra Club called the programme "a sham," Friends of the Earth "a smokescreen," and even the right-wing Cato Institute

dubbed them "PR cars." It seems just a little like a good way to get cash in exchange for no change for a bit longer.

Much of the activity among US manufacturers has been prompted by the enormous cash carrot dangled by the Bush administration: \$1.2 billion over five years is for grabs, in yet another Bush transfer of public funds to big business. When Clinton tried the same trick in 1993 to spur US car makers into producing marketable fuel-efficient cars, the game was called off by Bush in 2001 after all involved had been soundly beaten by the aforementioned Japanese contributions, the Toyota Prius and the Honda Civic Hybrid. But not, of course, before the car manufacturers had pocketed a healthy amount of taxpayer cash and government-funded research.

There is every possibility that the Big Three (GM, Ford and DaimlerChrysler) may again fail to meet the challenge. They recently reported to the National Highway and Traffic Safety Administration that they couldn't meet its proposed new fuel mileage standards – presumably since there were results required and no

enormous bung of cash attached. Meanwhile, Toyota has already delivered its prototype hydrogen fuel-cell SUV to the mayor of Los Angeles.

Although the likes of us have been railing for years over the devastation caused by oil production, the hundreds of damaging effects of pollution, and the blatantly unsustainable nature of oil dependency, ultimately national security is the driving force for the slow change we're finally witnessing in the USA.

We can certainly be sure the Bush Administration is not going all eco on us. Making hydrogen takes energy, and once you've used the energy to make the hydrogen, you only get 10% of it back out again when you drive. Hybrids give 30%. So by pushing America on a course toward a hydrogen future, Bush is very effectively making sure America stays as energy hungry as possible, while still being seen to be doing something to address the problem. This energy could, as a recent article in the New Internationalist magazine optimistically posited, come from renewable resources. But back in the real world:

"Initially, we anticipate that the source of the hydrogen fuel in this country would be natural gas," one senior administration official has said. Bush's friends in the energy industry will probably not be turned away from the queue to receive the government hydrogen handout.



World News

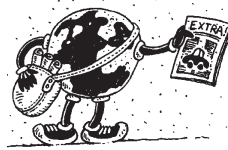


photo: Sandra Lousada

Carfree Champs Elysses

FRANCE - Sunday, June 1 was Carfree Day on the Champs Elysees in Paris. The entire avenue was filled with pedestrians from end to end. It was also the day when French Railway celebrated 150 years of rail in France by holding an exhibition of their historic trains along one side of the avenue.

The big event started at mid-day when a train with three carriages full of passengers ran along one side of the avenue, crossing just above Place de la Concorde. Mayor Bertrand Delanoë made a press announcement stressing how much people were enjoying themselves on the avenue, which the day before had been carrying six lanes of traffic. This summer Delanoë intends to repeat the closure of the motorway on the right bank of the Seine during August and convert it for the second year running into a beach with sand and palm trees – Paris Plage.

- Brian Richards

Mail Trains to be Scrapped

BRITAIN - Royal Mail is to stop transporting post by rail – in a move which will cut costs but end 170 years of history. The company

Seoul to Raze Freeway, Revitalise City Centre

SOUTH KOREA - Fulfilling a central campaign promise, Seoul Mayor Lee Mung-Bak is moving forward with the restoration of a downtown riverfront, tearing down an elevated highway and building a Bus Rapid Transit corridor. In office for only two months, Mayor Lee has wasted little time in announcing a new vision for Seoul and taking steps to see it to fruition.

The cornerstone of this dramatic new vision is the restoration of the Cheonggyecheon, an 84-metre-wide river running through central Seoul. Once the centre of a diverse urban landscape, the river was gradually polluted with a toxic mix of chemicals, then built over from 1958 to 1978 with concrete and the Cheonggyecheon elevated highway. The highway cuts through the centre of Seoul and has long diminished the quality of life for residents of South Korea's capital.

Mayor Lee will take down the six-lane highway, decontaminate the Cheonggyecheon and create a park and wide pedestrian corridor on the shores of the river in its place. The destruction of the Cheonggyecheon highway is part of Lee's redevelopment strategy

Car-Free University of Texas?

USA - University of Texas at Austin plans to remove cars from the inner campus and re-establish the core as a safe haven for pedestrians, according to its new master plan released in February.

This will be a decades-long process, but the work has already started, such as the closure of five blocks of a boulevard to cars -- and controversially -- to even bicycles.

"Under the new master plan, all daily traffic and parking will be removed from Inner Campus Drive, Speedway, and 24th St. between Whitis Avenue and Speedway," the university reports. "These streets will become pedestrian right-of-way and will, over time, be redesigned with new and more pedestrian-friendly walking surfaces, landscape elements, street furniture, and lighting."

"Parking spaces displaced from these streets will be replaced in new, carefully designed structures that will include parking for the disabled, and be built in or near the central part of the campus. Service traffic will be restricted to specific times of day and destinations. Conflicts between pedestrians and cyclists will be resolved by creating separate bicycle lanes and establishing a dismount zone within the 40 acres where all bicycles will be walked."

"In time, Speedway, to be renamed North Congress Street, will become a central location for informal gathering and food service, featuring a vital, densely populated, accessible and accommodating linear plaza with both hard and soft landscaping. Its redesign will establish it both as a daily source of casual interaction and as the site of street fairs and special events, such as the 40 Acres Festival."

- Bicycle Austin

Norwegian Workers Offered Cash to Get on Their Bikes

NORWAY - Norwegian workers are being offered cash incentives to get on their bikes as part of a government drive to encourage pedal power and cut car use. The scheme, which also aims to boost fitness, started on May 5 in parts of

Controversial

Road Tunnel Opens

FRANCE - The Somport road tunnel linking France and Spain opened in January, ending – at least in part – one of the longest-running transport campaigns in Europe.

The campaign to avoid the destruction of the Vallee d'Aspe in the Pyrennees, reported to be the last Western European bear habitat, has raged for the past ten years, with campaigners saying there was no justification for a new road while a parallel rail tunnel lay disused. They fear the opening of the 8.8 km, EUR 255 million tunnel will generate additional road traffic, damaging the Pyrenean ecosystem and the quality of life in the valley. The rail tunnel between Pau and Canfranc remains closed, with no immediate plans to re-open it.

- T&E Bulletin, February

Thirty-Eight Percent of Swiss Vote for Carfree Sundays

SWITZERLAND - In a May 18 referendum, 38% of Swiss voters favoured of a sweeping initiative calling for nationwide carfree Sundays four times a year.

The text of the initiative read: "One Sunday each season, the population can freely use, from 4 am to midnight, all public squares and roads, including national highways, which will be closed to private motorised traffic. [The availability of] public transport is assured."

Markus Heller of Autofrei Wohnen in Berlin concludes that – although the initiative passed in Zurich with 51.2% – the time has not yet come for carfree days on a national level in Switzerland. Further, that the impetus for national carfree days has to come



Bring On the Motorways, European Commission Says

BELGIUM - On April 23, the European Commission published a proposal identifying new financing mechanisms for the Trans-European Networks, as well as a proposal for a directive on interoperability of electronic charging systems for motorway tolling.

The proposals, presented in an eight-page memo [available at http://europa.eu.int/comm/transport/themes/network/doc/2003-04-23-memo_en.pdf] of course start from the assumption that we need more transport infrastructure to ensure economic growth.

- T&E Bulletin, May

Dogs Bite Cars

GERMANY - A pack of frenzied dogs attacked six parked cars on March 1 in Munich, damaging them and causing panic among residents woken by the disturbance, the police said. Fenders, mud flaps and license plates were torn off.

"It sounded like the cars were being broken into," said Günther Sailler, 63, a local goldsmith. "It was incredible. One of them leaped again and again with unbelievable force into the side of a car and bit into it like a lunatic."

- Reuters

It's a Track, Not a Road to the South Pole

ANTARCTICA - American engineers have begun work on a 1,600 km highway from the giant US coastal base at McMurdo Sound to the South Pole.

The engineers completed about 140 km of road across the Ross ice shelf before the Antarctic winter set in. Next Antarctic spring, a larger convoy of tractors and trailers will set out for the Leverett Glacier, the chosen route through the Transantarctic Mountains, which mark the halfway point to the Pole.

If all goes well, in 2004-05, the convoy will go the full distance to the South Pole and back, carrying cargo to demonstrate it can be done. [It can be done. Russia has

Hydrogen Economy, Same Old S#*t?

USA - In his State of the Union address, George Bush seemed to embrace the holy grail of the environmental movement: a push to the so-called hydrogen economy.

Replacing fossil fuels and the internal combustion engine with clean-burning hydrogen has been a longtime dream of the people Bush reportedly calls "green, green lima beans." But Bush's new initiative for fuel-cell research is not as Birkenstock-friendly as it might seem. In fact, the proposal, which will cost US\$1.2 billion over five years, could do much to benefit the fossil-fuel and nuclear power industries.

That's because while hydrogen fuel cells produce nothing more than water vapour [err, hot water vapour is actually a potent greenhouse gas - ed.], the production of hydrogen itself can be environmentally harmful. Hydrogen is the most abundant element in the universe, but it doesn't exist naturally on Earth in its pure form.

"Just as the oil is locked up in the Middle East, hydrogen is all locked up in compounds," said Robert Rose, director of the Breakthrough Technologies Institute and a leading advocate of hydrogen fuel cells.

Energy is required to produce hydrogen – and that energy, depending on its source, can create greenhouse gases. According to the US Energy Department, 96% of hydrogen produced in the world today comes from natural gas, oil and coal – the same fossil fuels that environmentalists would like to abandon.

These industries are not only poised to become the main producers of hydrogen, but they are also likely to control the networks that distribute it.

"Because it postpones the need to make costly investments in an entirely new infrastructure, it's likely that the conversion to a hydrogen economy will rely heavily on working with the existing system of pipelines, storage facilities and fuel stations used to produce and deliver oil and gas," said Janice Mazurek, an environmental policy analyst at the Progressive Policy In-

Action!



Carnival Against Oil Wars and Climate Chaos

Since 1998 or so, British Petroleum has carried out a one-day-only privatisation of the Peoples' Palace, better known as the Royal Festival Hall in London, to hold its Annual General Meeting – this year on April 24. The sum involved in this transaction is rumoured to be in the region of £250,000.

Accompanying this show in the past has been the occasional shareholder resolution requesting that BP divest from Tibet or commit to a stronger renewables policy, and theatrical protests such as the Colombia Solidarity Campaign attending the meeting in paramilitary uniforms.

The intention in 2003 was to up the ante and to give people a chance to express their disgust at the way Big Oil is profiting from war, climate change and the ruthless exploitation of both people and the planet. And it was an attempt to convert that anger into a more positive, celebratory vision of the future, partly through the use of renewably powered sound systems. So the idea evolved into the "Carnival Against Oil Wars and Climate Chaos."

In the build-up, almost 40,000 leaflets critical of BP were distributed, citing its disastrous record and inciting people to get involved with the campaign to prevent its current extremely vulnerable flagship project, the Baku-Tbilisi-Ceyhan (BTC) pipeline.

Another aspect of the outreach work leading up to the Carnival was the "Deconstructing BP" Tour, which dropped in on London, Norwich, Brighton, Bristol and Nottingham

with a combination of videos, speakers and discussions, all in venues decorated for the night with photographs of the proposed route of the BTC pipeline and draped in multi-coloured anti-BP and climate chaos banners.

On the day, many of the necessary pieces of the jigsaw fell into place pretty much as hoped: we were noisy, defiant, joyous and bedecked in colour; the heavy security culture that bedevils BP's refining activities in the Global South was imported to the hall for one day, seriously upsetting the behatted Ascot-like atmosphere that some shareholders seemed to expect; 3,000 copies of a spoof annual report were printed and very well received; press coverage was strong and comparatively positive; BP boss Lord Browne was energetically heckled before said heckler was rewarded for exercising his right to free speech by being energetically removed by security; the Alternative General Meeting held on the South Bank was

passionate, informative and often hysterically funny; and stink bombs were let off in various parts of the building (triggering an absurd police over-reaction as they called in a chemical warfare specialist to investigate the offending odour).

The lower-than-expected turnout, while not succeeding in shutting down the meeting, certainly rattled BP, which had put serious time, energy and money into its security operation. It seems unlikely that the Royal Festival Hall will want to endure the same sort of situation next year, with the whole building pretty much closed off to the public, which would force BP to look around for another building to brand for the day. (Speaking of branding, BP had even stuck huge plastic graphics of grass onto the windows on one side, presumably to protect their shareholders from the alarming sight of the great unwashed massed beneath them.)

The effectiveness of the spoof report was demonstrated in



Warsaw Critical Mass

Tops 1,000 Riders

On Friday, May 30, the Warsaw Critical Mass* set a new record - 1,020 participants (counted!). Apart from bikes, there were also rollerblades, pushbikes and a wheelchair. Together, they reclaimed the city centre and the new highway bridge for four hours.

The first Critical Mass in Warsaw was held in 1999, but it started to pick up more recently when some Canadian-Polish bike messengers who decided to live and work back in Poland organised this massive event. The protest was ended by heavy police intervention (pictures here: <www.fz.eco.pl/2002/masa.htm>).

The Warsaw monthly ride is getting bigger and bigger and is the only year-round Critical Mass in Poland, with several hundreds of cyclists. However, official non-Critical Mass rides such as No-Car Day in Gdansk have been even bigger, with 1,500 cyclists taking part in June 2002. Other Critical Mass rides in Poland are smaller, like 30-100 or 200 people but become more and more regular and massive.

Some pictures: <www.max.serwery.pl/gerot/www/critical_mass/>. A video sample (2.9 MB): <<http://arbiter.pl/files/n/masa10.avi>>.

* Critical Mass is a monthly global phenomenon in which cyclists and sometimes others reclaim the streets in a mobile celebration/demonstration.

- Marcin Hyla and Aleksander Buczynski

Bulgarians Claim Right to Breathe Clean Air

On May 15, the International Day of Action on Climate Change, the association For the Earth held its annual bicycle action. [There is no Critical Mass anywhere in Bulgaria.] For the sixth time we organised a happening on the streets of Sofia under the title "Return the Streets to People" (it doesn't sound so silly in Bulgarian) promoting alternative transport and people's right to breathe pure air.

For the first time this year another big town joined the

Mont Blanc Struggle Explained

The Mont Blanc tunnel access road was freed of all motorised traffic on May 29 when well over 1,000 demonstrators cycled up the 15 km from the foot of the viaduct to Chamonix. The demonstrators demanded that the eight world leaders meeting three days later in Evian take human and environmental considerations into account in all their decisions.

The atmosphere, as always, was party-like, friendly and peaceful, and support for the cause came from far and wide, with delegations from the Pyrenees, the Vosges and the Jura mountain areas of France, and organisations such as Greenpeace, Alps Initiative of Switzerland and various Italian groups.

The presence of anti-globalisation hero José Bové gave this event a broader focus than usual. The speeches were of particularly high quality, on subjects ranging from the North-South divide to the domination of the World Trade Organisation, as well as transport and environmental issues, naturally.

A brief summary of the Mont Blanc fight against international truck transit:

1991: The ARSMB (Association for the Respect of the Mont Blanc Site) was founded by a group of mountain guides in Chamonix. The threat of a second tunnel under the mythical Mont Blanc brought the organisation immediate local support. Several similar organisations were created in the following years in other villages of the area.

1994: The second tube project was abandoned.

1997: Cycling demonstration to protest against the unbearable volume of trucks through the valley.

1998: The access road to Mont Blanc tunnel was blocked by demonstrators and a local mayor.

1999: A Belgian truck carrying flour and margarine caught fire in the tunnel, causing 39 deaths. The French and Italian states and the tunnel operators blamed each other for the poor safety standards in the tunnel. The court case to determine responsibility for this tragedy has yet to be heard.

Group Profile

Green Action

In Zagreb, Croatia, there are buses and trams, yet the public transport infrastructure is "overcrowded and uncomfortable, which stimulates people to use cars," says Marielja from the Green Action Cycling Group.

Launched in December 2000, the campaign was "moved by the decision of the city government to finance the construction of underground garages."

In order to put pressure on local government, they polled



700 Zagreb residents and learned that a large number would be in favour of using bicycles if the infrastructure was improved. On another occasion, they conducted a public education programme with the Association of People with Paraplegia to encourage more tolerant behaviour from motorists.

Green Action has carried out a number of nonviolent direct actions which received positive public feedback. For example, Cars Out of Jarun was a protest blocking cars from entering the city's main recreation area at Jarun Lake. The park is full of pedestrians and cyclists but also has many cars; this causes accidents and even deaths.

As a result of the group's actions, the city government decided to finance the construction of new bicycle lanes in 2002, the first positive move in this area for 15 years - even if as Branko admits, talking to government is a "truly slow process" and "not a single bike lane is finished."

During the war in Iraq, the group was busy organising Critical Mass bicycle rides "within

Out of Town,

by François Schneider
with various contributors

Remote alpine villages, islands in Polynesia, traditional African villages, tourist centres or medieval villages... Visitors and inhabitants alike seem to enjoy the ambience of these carfree places. However they are usually not carfree by choice, but by default, because inhabitants cannot afford a car, because they are too remote for cars or, as in tourist villages, because there is an economic incentive...

When we talk about the carfree concept, people seem to agree: "You're right, in the city it's really possible to live without a car. But in the countryside you do need one." It is true that it is easier to live in the city without a car. But if I want to live close to nature, it disturbs me that in order to make this possible, I need to be dependent on what I consider one of the most environmentally destructive technologies. One could argue that ecologically sensitive people are a threat to nature because by going to live in the countryside, we create decentralised habitat leading to new roads, new car use and new development.

But there is an alternative: carfree ecovillages. In fact, there are a lot of good reasons why the carfree concept makes sense in the countryside.

What is an Ecovillage?

According to the Global Ecological Network, ecovillages are communities of people who strive to integrate a supportive social environment with a low-impact way of life. To achieve this, they integrate various aspects of ecological design, permaculture, ecological building, green production, alternative energy, community building practices, and

much more. [<http://gen.ecovillage.org>]

Expanding on this is my personal definition:

An ecovillage is a settlement of relatively small size but large enough to allow a diversity of people and lifestyles, while remaining small enough so that people know each other and integrate sustainably with the surrounding ecosystem. In an ecovillage everything is within close proximity. Food, energy, construction materials, most medicines are from local sources. Relations between people are based on cooperation and commitment towards self-sufficiency. Imports and exports are kept to a minimum. Transport of people and goods is accomplished by ecological means.

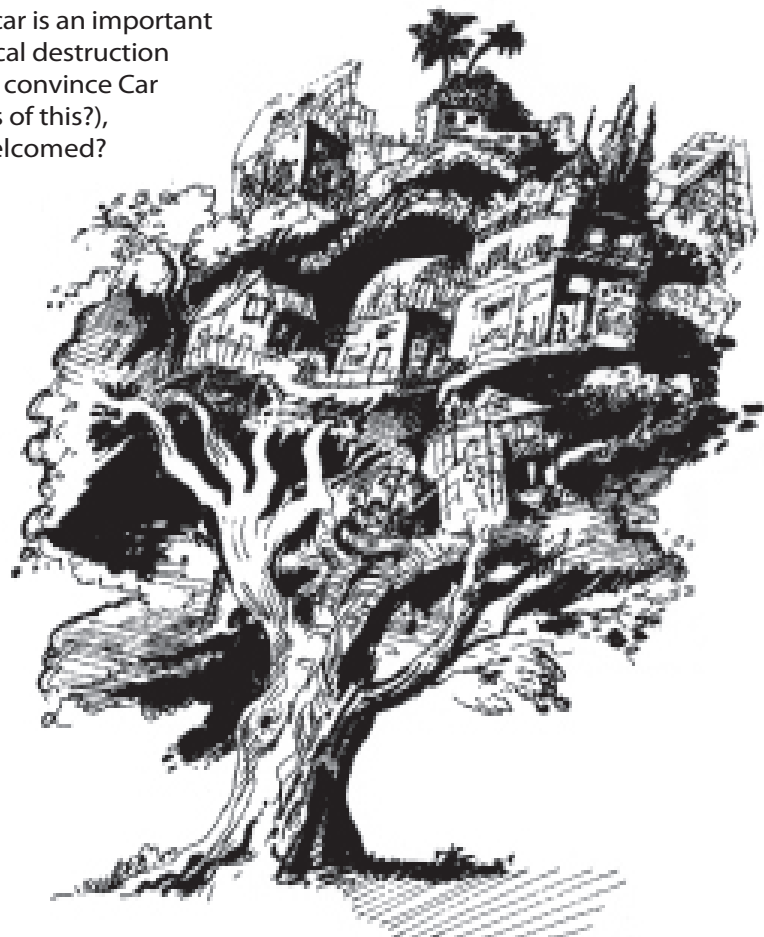
Although many ecovillages develop car sharing, most do use private cars, sometimes quite intensively. Many activities in ecovillages are still based on car use. Since the car is an important tool of ecological destruction (do we have to convince Car Busters readers of this?), should it be welcomed?

What is a Carfree Ecovillage?
Those who contributed to this article – people who are active on the new Carfree Ecovillages listserve – believe that carfreedom should be an integral part of an ecovillage. However, since existing

ecovillages are rarely carfree, we will always specify that we are talking of a "carfree" ecovillage – even if adding the word sounds redundant to us.

A carfree ecovillage is not accessible by car and its residents do not rely on automobiles for their activities. In its optimal setting, the carfree ecovillage does not even have a car park at its periphery, but is nonetheless a site offering rich and vibrant public life that is open and accessible to visitors. Life has a slower pace, allowing time to appreciate the full pleasure of the senses. Carfreedom is not an end in itself, but a path that may enable us to tackle many other issues, creating a practical unifying idea and at the same time remaining open and flexible.

Establishing a carfree ecovillage creates a structure that enables everybody to live without a car while giving people the freedom to follow different



lifestyles. A carfree ecovillage would also build unity because people need to work together towards some kind of group self-sufficiency – as well as an individual liberty since the car can represent a lack of respect for others.

There would then be room for the nature lover, the social ecologist, the Internet junkie, the bike and train fanatic, handicapped people, children playing outside, having a meal in the middle of the street, growing cabbage on the pavements (sidewalks)...

Carfree means that if private motorised transport ceased to exist, the activities of the villagers would not be affected. Aspiring to the carfree ideal most likely will mean locating the village in such a place that it is not affected by private motorised transport, in addition to the activities of the villagers themselves not being dependent upon private motorised transport.

We are seeking to develop communities where the resources (space, energy, materials) devoted to moving things around are minimised. All transport is considered in the following way: (1) Is it necessary for life? (2) If it is not necessary, does it add beauty to life?

- Colin Leath

A carfree ecovillage should be mostly agricultural, a mostly self-sufficient settlement, using only renewable resources, including for transport. Of course, the degree of self-sufficiency depends on the number of ecovillagers.

Almost all villages in Russia are carfree, because peasants are mostly very poor and can't afford a car. But those who still survive in the villages dream of moving to a city and probably buying a car.

On the other hand, the trend towards suburbanisation continues. Many rural territories become settlements for rich city dwellers and therefore turn into places with some or a lot of traffic.

There are some ecovillages too, where people (mainly from

cities) intend to revive traditional lifestyle and agriculture, or to create an alternative sustainable society. Though some of them are actually carfree (no roads, can't afford a car), as far as I know, none of them has carfreeness as a specific goal.

- Guslyana Kartyushova, Russia

There are ecovillages:

- that reduce car use;
- that manage to keep cars at a distance;
- that do not have private cars, but share them;
- that do not use cars for the construction phase;
- that do not even have a parking lot.

But does anyone know of an intentional carfree ecovillage?

Why the Carfree Idea Makes Sense in the Countryside

• People Living Together with Nature

Our society has been totally cut off from nature. If you like fun and social life, it seems you have to sacrifice ecological connection. And if you like pure air, green forests, wild animals and not too much noise...you should not live close to people.

But could we imagine some human settlement that would combine ecological and social life? This harmony seems only possible if we give up ecologically and socially destructive tools like the car (and the bulldozer!...). This could open a very interesting path towards harmony among people, as well as between people and nature.

• Autonomy and the Car

The idea of autonomy was very important to the ecovillagers I talked to. It is clear that they see the car not so much as a problem, but as an important tool to deliver autonomy. There is some desire to reduce its use, but the feeling is that "it is here; we do not like it, but we need it." With the car, people do not have to rely on public transport; they can go wherever they want whenever they want. They have no schedule. They can live wherever they wish



in the countryside.

But we can take this from a different perspective: The car enables a system of technological dependence – of non-autonomy – to continue indefinitely. Without cars we would use and develop independent systems to free ourselves from car dependence.

Ideas for the Carfree Ecovillage

• Innovations

The idea would not be to go back to the old-time closed village with extremely limited interactions with the exterior. Bicycles, trains, buses and now the Internet enable contact and engagement with the outside world. The challenge could support many innovations: super trailers, cooperation with train companies, cable transport, bike taxis, recumbent bikes, cargo bikes, bicycle-powered washing machines, grinders, computers, pumps...

• Being Reachable

If I would choose to live in a carfree ecovillage (which I would love to!), it would have to be very close to a train station. When I say very close, I mean 1 or 2 km from the village. I really want to remain accessible and have easy access to transport.

- Marion Charrier, Portugal

• Use of Animals

A mellow horse is a companion animal as well as a work animal. People used horses for transport thousands of years before automobiles were invented. Their manure makes fine fertiliser. With the right attention, they are capable of becoming loving members of a human family. Even if you choose to walk somewhere instead of ride, the horse can

The Biodiesel

by Edward Dee

Some people would contend that alternative fuel technologies have no place in this magazine and it could indeed be argued that biodiesel is an unhappy balance offering reduced emissions as a counterweight to the antisocial and dangerous behaviour of driving.

Yet it still seems worth investigating the viability of this sustainable fuel source. Along the way we can hopefully elucidate the rather confusing types of biodiesel which can be bought around the world.

When Rudolf Diesel pioneered his eponymous engine, it was running on biodiesel, pure peanut

hindsight and the evidence of more recent events such as the murder of Ken Saro Wiwa in Nigeria, (which caused Major Okuntimo of the Nigerian Army to comment "Shell operations are impossible, unless ruthless military operations are undertaken"), it seems more likely that he was eliminated by the order of the powerful petro-chemical industry.

This is mere speculation. What can be verified is that soon after his death, his engine was hijacked and adapted to run on a petrol by-product, which was given the new name of diesel—an impressive semiotic snatch if ever there was. Henceforth the fuel named after its pioneer was reduced to being called biodiesel. And today there are several types, owing to the several ways one can use biodiesel in a modern diesel engine.

Vegetable oil on its own is too viscous, so either it must be mixed with a lighter fuel, altered chemically, or heated before injection into the engine.

Biodiesel sold in petrol stations in the USA is made from renewable energy sources, primarily soya oil.

Its keen promoter, the National Biodiesel Board, is funded by the soya growers to promote their product. It calls its biodiesel "B100" to differentiate it from another product, B20, which is 80% petrodiesel, 20% biodiesel.

Biodiesel is also sold in the Czech Republic, Germany and other EU countries (not the UK), and is predominately manufactured from rapeseed. One brand, Seta Diesel, is 30% rapeseed and 70% petrodiesel. The UK has been slower to adapt, although now there are plans afoot to sell a fuel called e-diesel, which will be manufactured from used oil supplied by the Asian food firm Sharwoods. Proponents of sustainability will surely support this move since "the UK produces 50-90 million litres of waste cooking oil a year, and it seems like an awful waste of resource to just send it away to landfills or pour it down the sink," according to the Environment Manager at ASDA, a hypermarket chain owned by Wal-Mart.

However, there is also a more radical approach – to cut out the middle man and control the means of production oneself. Thus one



oil. Later, having persuaded the French Navy to adapt its submarine fleet to be powered by his new engine, he travelled to England by ferry and disappeared mysteriously in the night. His body was found the next morning floating in the waters of the English Channel. Speculation at the time blamed the French secret service for his death, suggesting that it wanted to prevent Diesel from spreading his wisdom to the old enemy. But with the benefit of





can approach the restaurants oneself and recycle used cooking oils taken from restaurants. Various inspired individuals are doing this all over the world, including Joshua Tickell who toured America with the Veggie Van, clocking up over 25,000 miles fuelled by biodiesel.

"Biodiesel is so easy to make that you can make it in a blender," Tickell claims. "You can also make it in a bucket, a metal drum, a plastic tank. And yes, virtually anyone can make it at home."

The waste oils are filtered to remove impurities, then biodiesel is produced by the relatively simple process of transesterification, which involves just alcohol (normally methane) and lye. It may be quite simple, but it is too detailed a process to explain fully here. [See web links.]

The Lab Rats took their solar-powered sound system and wind-

powered cinema across Australia as part of the Earthdream campaign, supporting the rights of indigenous peoples and questioning the dubious practice of uranium mining. Their van runs by starting it on diesel,

“

The use of vegetable oils for engine fuels may seem insignificant today.

But such oils may become...as important as the petroleum and coal tar products of the present time.”

Bougainville Revolutionary Army called "Hell in the Pacific." It showed them driving around on hand-ground coconut oil as a fuel, and we figured that if they can do it against all odds, so can we in the middle of the desert. But we've

then switching it to recycled cooking oil.

"We were looking at hydrogen, water power, solar and biodiesel but none were that viable in our desert location," says Lab Rat Izzy. "It was out there that we saw a doco [documentary] on the

got chip shops instead of coconut palms."

They thus followed the third way of using biodiesel, namely to run a dual-fuel system.

"The basic principle is to start the van on diesel for ten minutes, this then heats the oil in the tank," explains Marc. "When the oil is hot enough we turn the fuel pump on the diesel tap off, turn the veggie oil tap on and brmmmmmmmm. It's fish and chips all the way."

Likewise at the end of the journey, the engine is run for five minutes on diesel again, to clean it out.

It's certainly an old trick, to add other vegetable oils to diesel to reduce the cost of driving. Farmers and cheapskates have been doing it for years. The Guardian reported (February 2003) on a police investigation into people in Wales not paying fuel duty: "The alarm was raised when sales of Asda's cheap vegetable oil soared in Swansea." And this points to one of biodiesel's chief advantages – it's cheaper than petrodiesel, even when commercially produced (or at least should be, although this is not

Efficient Cars = Sick

by Richard Register
of Ecocity Builders

Reading the San Francisco Chronicle today was a truly depressing experience. ["SF

Anti-War Groups Turn Focus to Ford," page A 17, Saturday, May 31, 2003.]

Casting about for something to do to carry on the momentum of the peace movement environmentalists are going to attack the Ford Motor Company and start a campaign to increase cars' gas mileage. Over the last 30 years I've seen these campaigns pop up from time to time sponsored by the large environmental organisations. They have never worked and never will. Sprawl and automobile dependence, numbers of cars and total petrol consumption keeps getting worse. Insofar as they might work, such campaigns in fact work to make things worse, not better.

Dear environmentalists, what exactly is wrong with you? What prevents you from seeing what I and many other whole systems thinkers have been saying for decades? In focussing your efforts on attacking SUVs and supporting energy-efficient cars you are promoting sprawl, climate change, species extinction and war. It is almost unbelievable to me that you are still promoting sprawl after all these years. It is not the energy-efficient car but the energy-efficient city that we need.

Make the car more energy efficient and you create more sprawl on down the line a couple years by making driving cars easier, cheaper and rationalised as a good thing. It is intrinsically a rotten thing and cannot be reformed. Give up on it and place your energies where they are needed.

Is it a paradox that the energy-efficient car makes the city become less energy efficient? No. It is simply the way whole systems

work. Please start thinking about it very seriously. If your bottom line is promoting sincerity in energy conservation and trying to warm people up to that larger idea, do it effectively, not counter-effectively. Get them, too, to begin thinking holistically, ecologically.

Four years ago I tried to interest some of you leaders of the larger environmental organisations in focusing on the "ecological" or "whole systems" approach that understands that cars are part of a structure that cannot be dealt with successfully if we are pretending they are not a part of a system in which they fit and have a critical function.

Four years ago I proposed a "Roll Back Sprawl" campaign that would identify the restoration and development tools we have that can reshape cities and in various places are doing just that in small ways and isolated pockets. These tools are policies, practices and leading physical projects from cities around the world. They are very successful in their limited application and are begging for support and attention. They can change the world – and will if you ever wake up and help develop and apply them. These tools are very pedestrian friendly, creative, positive and help with social justice issues and humanise our communities as well as contribute to a healthy natural environment. They include transfer of development rights, ecological zoning maps, carfree by contract housing, ecological demonstration projects, major restoration projects articulated with development in pedestrian/public transport areas that support "green" technologies and more.

Four years ago, you said a Roll Back Sprawl campaign couldn't be done, or didn't want to work with me, or

wouldn't try it on your own. But as far as I am concerned, you were then and are now acting about as smart as a person who believes we can run trains without tracks. Try driving one of those things on a beach, a country road or even a city street. Trains and tracks are integral to one another and part of a synergistic whole system depending on both the vehicle and the vehicle support system, which includes the fuel delivery system as well as other components. Try imagining cars without sprawl and highways and streets provided for them. Stuff them into happy pedestrian environments? Cram them into a carfree city like Venice, Italy? It makes no sense. The system they are part of is a killer. Cars and sprawl are integrally linked – "improving" one promotes the other – while destroying environments and people, in both "peace" and war.

For 30 years I have been talking about the ecological connections in cities. I have lost my patience. It strikes me as intentional ignorance, stupidity or extraordinarily bad strategy that you are still beating the dead dog of making cars more efficient when you should gather your tools and your courage and

GOD BLESS AMERICA



London's

More than four months after the city started charging motorists to drive into the centre of London, traffic jams have shrunk, taxis are unusually abundant and red double-decker buses zip along at 12 kph.

In traffic-clogged London, this is progress. With 20% fewer private cars clogging the narrow, twisting roads of central London, things are going so well that supporters and earlier critics alike agree that the ambitious and contentious congestion charge is working – at least so far.

Introduced February 17 as the world's largest road pricing scheme, the highly successful London Congestion Charge is a breath of fresh air for those who want to change the misplaced road policies that have been both a transport and fiscal nightmare.

The days following the launch of London's ambitious congestion charging scheme were not characterised by traffic chaos and overflowing metro trains as had

been predicted by many.

To the delight of London Mayor Ken Livingstone, who had anticipated a "bloody day" on the day of the launch of the scheme, February 17, rush hour road traffic in and around the charging zone resembled that of a Sunday morning.

The programme is simple. To enter a 12 km² area of central London on a weekday from 7 am to 6:30 pm, motorists must first pay a daily £5 fee, either on-line, at a petrol station, at a newsagent, or at a number of other locations. Around 230 cameras positioned on the zone's entry points match car number plates against a database of vehicles whose drivers have paid the charge. Any motorist who has not paid by the end of the day will be fined £80, reduced to £40 for those who pay within 14 days.

Since congestion charging started, the improvements within the zone have been encouraging. Contrary to cries of woe from the automobile associations, traffic on the boundary roads has only increased by 5% and an average of 100,000 drivers now pay their £5 entry fee, which has resulted in a 20% reduction in traffic. This reduction has exceeded the estimates by 5%.

This is the single largest experiment of its kind worldwide, so it's being closely watched by other cities – partly as a way of producing revenue. The London scheme brings in around £600,000 a day, which, after overhead costs, is supposed to be spent on improved public transport and walking conditions, which may also encourage cycling.



photo: Brian Richards

One of London's Congestion Charge pay points, located just beside an entrance to the pay zone.

"The truth is we are doing something that nobody else in the world has done," Livingstone commented. "I see the congestion zones as the first step in a global pattern of shift away from private car usage to a great concentration on public transport. That's why it is so important. This isn't just a little local thing we are doing here in London, I think it could change the whole pattern of urban mass transit."

Bus speeds have increased 15%, and now average 12 kmh; delays have halved and waiting time at stops has been reduced by 23%. London's Central Line, running east-west, normally carries over 500,000 people a day. It closed due to an accident a week before congestion charging started, resulting in calls to our plucky mayor to delay the start – which he refused.

With 300 new buses operating, around 6,000 extra passengers are using them. The scooter business is booming along with the electric bike market, but those of us using conventional bikes now enjoy less traffic on some roads although no extra parking for bikes has been provided.

Characteristically while weekly figures pour out from the Press Office on automobile traffic, monitoring of increased cycle use will not be available until August. Plans are now under way to enlarge the present cordon area which measures 5 km by 4 km.

Congestion charging has actually been in place for a number of years in different locations. Singapore has had a sizable system in place for over two decades, utilising more expensive and arguably more effective technology than that in place in London. In



photo: Brian Richards



How to Not Get Hit

by Michael Bluejay
www.BicycleSafe.com

This article shows you real ways you can get hit and real ways to avoid them. This is a far cry from normal bike safety guides, which usually tell you little more than to wear your helmet and to follow the law.

But consider this for a moment: Wearing a helmet will do absolutely nothing to prevent you from getting hit by a car! Sure, helmets might help you if you get hit, and it's a good idea to wear one, but your #1 goal should be to avoid getting hit in the first place.

Plenty of cyclists are killed by cars even though they were wearing helmets. Ironically, if they had ridden without helmets, yet followed the guidelines listed below, they might still be alive today. Don't confuse wearing a helmet with biking safely. An ounce of prevention is worth a pound of cure. It's better not to get hit.

As for following the law, most people are already aware that it's stupid to race through a red light when there's cross traffic, so the "follow the law" advice isn't that helpful because it's too obvious. What you'll find here are several scenarios that maybe aren't that

obvious.

The other problem with the "follow the law" message is that people may think that's all they need to do. But following the law is not enough to keep you safe, not by a long shot.

Here's an example: Your typical safety guide will tell you to always signal your turns. While this is a good idea, what they don't tell you is that if

you're in a position where a car has to know that you're about to turn in order to avoid hitting you, then you're a prime candidate for getting hit. Even if you signal.

(Obviously, cruising through a stop sign when there's no cross traffic isn't necessarily dangerous, but we can't recommend that you do so, because it's against the law, not because it's unsafe. You should understand the difference. By all means follow the law, but understand why you're doing so.)

Now let's find out how to not get hit by cars.

Collision Type #1: The Right Cross

This is one of the most common types of collision or potential collisions. A car is pulling out of a side street, car park, or driveway on the right.

[Ed. note: This article is based on the USA, where motorists and cyclists ride on the right side of the road. In countries such as the UK and Australia, you will have to

translate "The Right Cross" into "The Left Cross," etc. Similarly, the laws referred to are US laws, and may not be applicable elsewhere.]

Notice that there are actually two different kinds of possible collisions here: Either you're in front of the car and the car hits you, or the car pulls out in front of you and you slam into it.

How to avoid this collision:

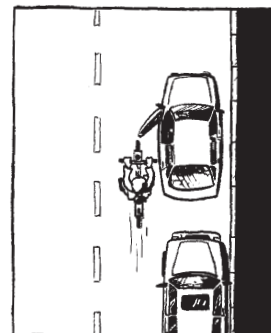
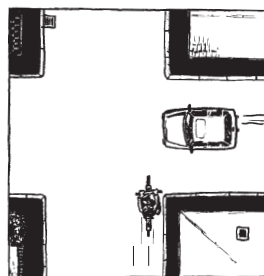
1. Get a headlight. If you're riding at night, you should absolutely use a front headlight. It's required by law, anyway. Even for daytime riding, a bright white light that has a flashing mode can make you more visible to motorists who might otherwise Right Cross you.

2. Honk. Get a bell or a horn and use it whenever you see a car approaching (or waiting) ahead of you and to the right. If you don't have a horn, then yell "Hey!" You may feel awkward honking or yelling, but it's better to be embarrassed than to get hit.

3. Slow down. If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit. Doing this has saved my life on too many occasions to count.

4. Move left. Notice the two lines "A" and "B" in the diagram. You're probably used to riding in "A," very close to the curb, because you're worried about being hit from behind.

But take a look at the car. When that motorist is looking down the road for traffic, he's not looking in the bike lane or the area closest to the curb; he's looking in the middle



of the lane, for other cars. The farther left you are (such as in "B"), the more likely the driver will see you.

There's an added bonus here: if the motorist doesn't see you and starts pulling out, you may be able to go even farther left, or may be able to speed up and get out of the way before

impact, or roll onto their hood as they slam on their brakes.

In short, it gives you some options.

Because if you stay all the way to the right and they pull out, your only "option" may be to run right into the driver's side door. Using this method has saved me on three occasions in which a motorist ran into me and I wasn't hurt, and in which I definitely would have slammed into their driver's side door had I not moved left.

Of course, there's a tradeoff. Riding to the far right makes you invisible to the motorists ahead of you at

intersections, but riding to the left makes you vulnerable to the cars behind you. Your actual lane position may vary depending on how wide the street is, how many cars there are, how fast and how close they pass you, and how far you are from the next intersection. On fast roadways with few cross streets, you'll ride farther to the right, and on slow roads with many cross streets, you'll ride farther left.

Collision Type #2:

The Door Prize

A driver opens his door right in front of you. You run right into it

if you can't stop in time. If you're lucky, the motorist will exit the car before you hit the door, so you'll at least have the pleasure of smashing them too when you crash, and their soft flesh will cushion your impact.

How to avoid this collision:

Ride to the left. Ride far enough to the left that you won't run into any door that's opened unexpectedly. You may be wary about riding so far into the lane that cars can't pass you easily, but you're much more likely to get doored by a parked car if you ride too close to it than you are to get hit from behind by a car which can clearly see you.

Collision Type #3:

Red Light of Death

You stop to the right of a car that's already waiting at a red light or stop sign. They can't see you. When the light turns green, you move forward, and then they turn right, right into you. Even small cars can do you in this way, but this scenario is especially dangerous when it's a bus or a semi that you're stopping next to. An Austin cyclist was killed in 1994 when he stopped to the right of a semi, and then it turned right. He was crushed under its wheels.

How to avoid this collision:

Don't stop in the blind spot. Simply stop behind a car, instead of to the right of it, as per the diagram below. This makes you very visible to traffic on all sides. It's impossible for the car behind you to avoid seeing you when you're right in front of it.

Another option is to stop at either point A in the diagram above (where the first driver can see you), or at point B, behind the first car so it can't turn into you, and far enough ahead of the second car so that the second driver can see you clearly. It does no good to avoid stopping to the right of the first car

if you're going to make the mistake of stopping to the right of the second car.

Either car can do you in.

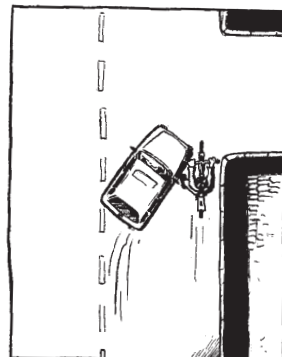
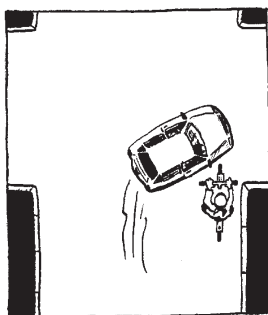
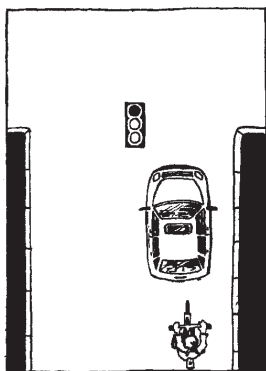
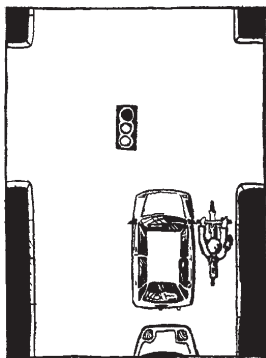
If you chose spot A, then ride quickly to cross the street as soon as the light turns

green. Don't look at the motorist to see if they want to go ahead and turn. If you're in spot A and they want to turn, then you're in their way. Why did you take spot A if you weren't eager to cross the street when you could? When the light turns green, just go, and go quickly. (But make sure cars aren't running the red light on the cross street, of course.)

If you chose spot B, then when the light turns green, don't pass the car in front of you – stay behind it, because it might turn right at any second. If it doesn't make a right turn right away, it may turn right into a driveway or parking lot unexpectedly at any point. Don't count on drivers to signal! They don't. Assume that a car can turn right at any time. (Never pass a car on the right!) But try to stay ahead of the car behind you until you're through the intersection, because otherwise they might try to cut you off as they turn right.

While we're not advocating running red lights, notice it is in fact safer to run the red light if there's no cross traffic, than it is to wait legally at the red light directly to the right of a car, only to have it make a right turn right into you when the light turns green. The moral here is not that you should break the law, but that you can easily get hurt even if you follow the law.

By the way, be very careful when passing stopped cars on the right as you approach a red light. You run the risk of getting doored by a passenger exiting the car on the right side, or hit by a car that unexpectedly decides to pull into a parking space on the right side of



the street.

Collision Type #4: The Right Hook

A car passes you and then tries to make a right turn directly in front of you, or right into you. They think you're not going very fast just because you're on a bicycle, so it never occurs to them that they can't pass you in time. Even if you have to slam on your brakes to avoid hitting them, they often won't feel they've done anything wrong.

This kind of collision is very hard to avoid because you typically don't see it until the last second, and because there's nowhere for you to go when it happens.

How to avoid this collision:

1. Don't ride on the sidewalk.

When you come off the sidewalk to cross the street you're invisible to motorists. You're just begging to be hit if you do this.

2. Ride to the left. Taking up the whole lane makes it harder for

drivers to pass you to cut you off or turn into you. Don't feel bad about taking the lane: if motorists didn't threaten your life by turning in front of or into you or passing you too closely, then you wouldn't have to. If the lane you're in isn't wide enough for cars to pass you safely, then you should be taking the whole lane anyway. Lane position is discussed in more detail below.

3. Glance in your mirror before approaching an intersection. (If you don't have a mirror, get one now.) Be sure to look in your mirror well before you get to the intersection. When

you're actually going through an intersection, you'll need to be paying very close attention to what's in front of you.

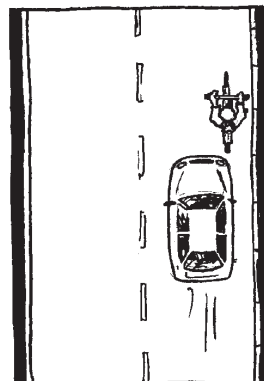
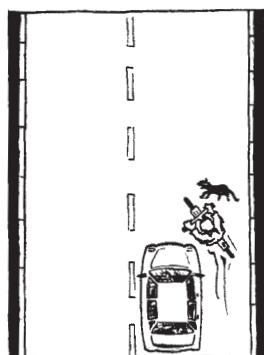
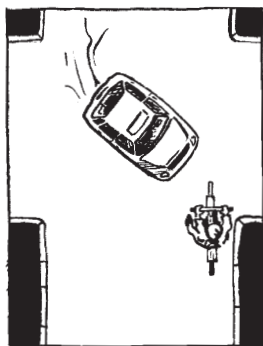
Collision Type #5: The Right Hook, Pt. 2

You're passing a slow-moving car (or even another bike) on the right, when it unexpectedly makes a right turn right into you, trying to get to a car park, driveway or side street.

How to avoid this collision:

1. Don't pass on the right. This collision is very easy to avoid. Just don't pass any vehicle on the right. If a car ahead of you is going only 16 kmh (10 mph), then you slow down, too, behind it. It will eventually start moving faster. If it doesn't, pass on the left when it's safe to do so.

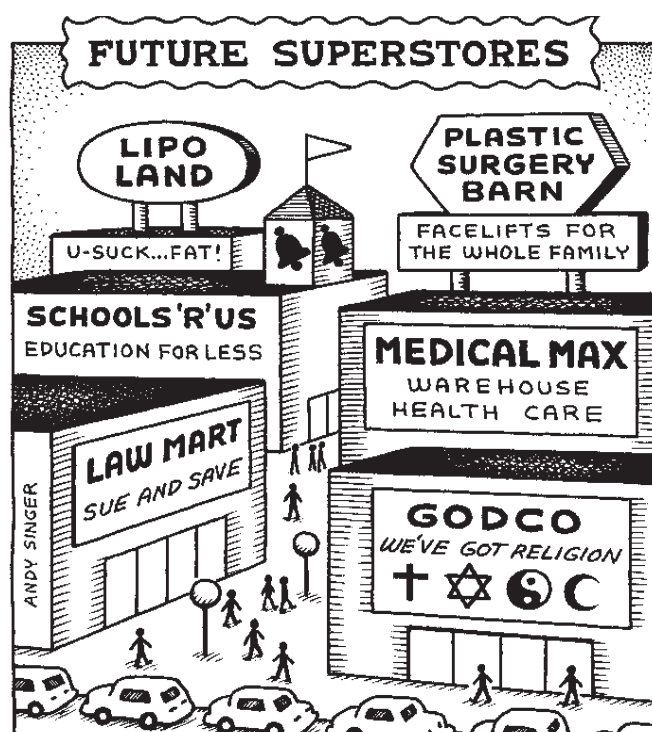
When passing cyclists on the left, announce "on your left" before you start passing, so they don't suddenly move left into you. (Of course, they're much less likely to suddenly move left without looking, where they could be hit by traffic, then to suddenly move right, into a destination.) If they're riding too far to the left for you to pass safely on the left, then announce "on your right" before passing on the right.



NO EXIT

© Andy Singer

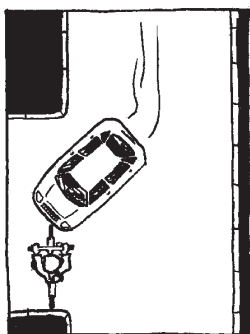
ALTERNATIVE FUEL VEHICLES



If several cars are stopped at a light, then you can try passing on the right cautiously. Remember that someone can fling open the passenger door unexpectedly as they exit the car. Also remember that if you pass on the right and traffic starts moving again unexpectedly, you may suffer #3, the Red Light of Death.

Note that when you're tailing a slow-moving vehicle, ride behind it, not in its blind spot, immediately to the right of it. Even if you're not passing a car on the right, you could still run into it if it turns right while you're right next to it. Give yourself enough room to brake if it turns.

2. Look behind you before turning right. Here's your opportunity to avoid hitting cyclists who violate tip #1 above and try to pass you on the right. Look behind you before making a right-hand turn to make sure a bike isn't trying to pass you. (Also remember that they could be coming up from behind you on the sidewalk while you're on the street.) Even if it's the other cyclist's fault for trying to pass you on the right when you make a right turn and have them slam into you, it won't hurt any less when they hit you.



Collision Type #6:

The Left Cross

A car coming towards you makes a left turn right in front of you, or right into you. This is similar to #1, above.

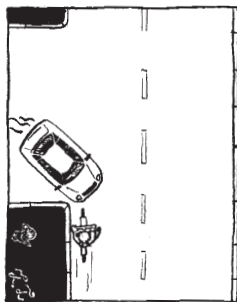
How to avoid this collision:

1. Don't ride on the sidewalk. When you come off the sidewalk to cross the street, you're invisible to turning motorists.

2. Get a headlight. If you're riding at night, you should absolutely use a front headlight. It's required by law, anyway.

3. Wear something bright, even during the day. It may seem silly, but bikes are small and easy to see through even during the day. Yellow or orange reflective vests really make a big difference. I had

a friend ride away from me while wearing one during the day, and when she was about a quarter mile away, I couldn't see her or her bike at all, but the vest was clearly visible.



4. Slow down. If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit.

Collision Type #7:

The Rear End

You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

How to avoid this collision:

1. Never, ever move left without checking your mirror or looking behind you first. Some motorists like to pass cyclists within mere inches, so moving even a tiny bit to the left unexpectedly could put you in the path of a car.

2. Don't swerve in and out of the parking lane if it contains any parked cars. You might be tempted to ride in the parking lane where there are no parked cars, dipping back into the traffic lane when you encounter a parked car. This puts you at risk for getting nailed from behind. Instead, ride a steady, straight line in the traffic lane.

3. Use a handlebar mirror. If you don't have one, go to a bike shop and get one.

Collision Type #8:

The Rear End, Part II

A car runs into you from behind. This is what many cyclists fear the most, but it's not the most common kind of accident (except maybe at night, or on long-distance rides outside the city).

However, it's one of the hardest collisions to avoid, since you're not usually looking behind you. The best way to avoid this one is to ride

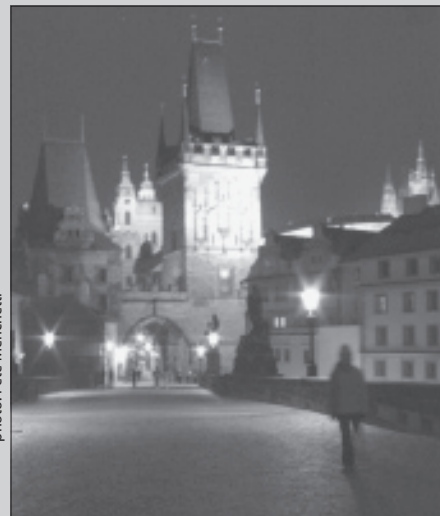


photo: Pete Menchetti

Conference Report

Towards

Sixty participants from across Europe and beyond descended on Prague April 17-22, a week packed with presentations, round-table strategy sessions, a press conference and official public day, a walking tour, a bike ride, and finally, a big closing party and concert.

Featured presenters included JH Crawford (author of "Carfree Cities" and publisher of Carfree.com), Oscar Edmundo Diaz (organiser of the now-famous car-free days in Bogota, Colombia), Lars Gemzoe (co-author of "New City Spaces" and "Public Spaces - Public Life", Copenhagen, Denmark), Kirstin Miller (of Ecocity Builders, Berkeley, USA), and John Whitelegg (Professor of Environmental Studies, author and transport consultant, Lancaster, UK).

Above all, the high-energy, productive week resulted in the forging of invaluable interpersonal contacts and collaborations and a strengthening of the international Car Busters network.

The network, it was decided, will hold a Towards Car-Free Cities conference annually in Central Europe – with TCFC IV to be held in summer 2004 in Berlin. The network will use the name Car Busters in some situations, but also gain flexibility by utilising World Carfree Network as a second, more respectable-sounding name where appropriate.

Aside from the continuing conference series, a number of collaborative projects were prioritised for the coming year and

Bogotá After

Interview with Oscar Edmundo Díaz
by Ivana Jakubková

Not so long ago, the city of Bogotá, Colombia was congested and polluted, with many of its citizens unable to reach their vital daily destinations. In 1998 all this changed when Enrique Peñalosa was elected as mayor, initiating a sweeping set of policies to rapidly and radically improve the quality of life for Bogotá's citizens.

Oscar Edmundo Díaz, serving as Peñalosa's advisor on foreign affairs, was responsible for the first carfree days in Bogotá, which laid the base for what is arguably the world's most important city transport project and approach of the last half century.

In just a few years, innovative planning transformed Bogotá – a city of seven million people – into the world's leading model for sustainable urban design. This all began with a carfree day in February 2000 that made the entire city of 35,000 hectares (135 square miles) free of private motorised vehicles.

"We moved 7 million people by public transit and bicycle," recalls Díaz. "Over 800,000 cars were left at home, and 1.5 million people moved by bicycle."

"We are going to be the first

carfree city in the world!" he playfully boasts.

By January 2001, at the end of Peñalosa's three-year term (he was limited to a single term by law), Bogotá had gained one of the world's most efficient and accessible transport networks, featuring: Latin America's largest

network of bicycle routes (250 km); a world-class Bus Rapid Transit system with dedicated bus lanes; the world's longest pedestrian-only street (spanning 17 km); hundreds of kilometres of new pavements (sidewalks); and 120 km of closed streets during the long-time tradition of weekly Carfree Sundays,

when motorised traffic is excluded to make space for thousands of cyclists and pedestrians.

Díaz is currently based in New York City assisting former Mayor Peñalosa. His work there includes writing a book and several articles on the subject, and giving lectures at international forums and universities.

Since July 2001, Díaz has also been serving as the Administrative Director and Carfree Cities Coordinator at the Institute for Transportation and Development Policy (ITDP). Díaz remains a key player in The Bogotá Programme, and in 2003 has been travelling the world to encourage other cities to follow Bogotá's lead.

CB: How much has changed in Bogotá since your mayor, Enrique Peñalosa, left office in January 2001? Has the new mayor taken on the egalitarian, car-eliminating agenda Peñalosa has set?

The City of Bogotá is experiencing a wonderful change. The work done between January 1998 to January 2001 has not finished, so many projects were left with funds and others even contracted. The most important achievement of Mayor Peñalosa is that he was able to make Bogotanos change the way they looked at the city. A few years ago Bogotanos hated the city and thought that it was going to get worse. Today they think the future can be better and feel proud of the city.

There are projects like TransMilenio (the Bus Rapid Transit system) that are under construction and will be finished by 2015. We left two corridors built and another one under construction. In 2003, TransMilenio's phase two has been contracted and one of the new corridors is under construction. The entire system will have 22 corridors.

The construction of the bike path network has continued. Since bike use as a means of transport increased from 0.5% to 4.4% in three years there have been some improvements; for example there is an exclusive entry for cyclists at one of the main TransMilenio stations being built today. The cost of parking bikes at the station is going to be covered by the TransMilenio ticket and the idea is to stimulate the use of bicycles as feeders of TransMilenio.

Peñalosa also left contracted the construction of a beautiful 45-kilometre-long greenway, connecting poor and rich neighbourhoods of Bogotá. This project was finished this year, more than two years after Peñalosa left office.

CB: Do you have examples of the



ways Bogotanos have contributed to the city's transformation?

What is interesting about Bogotá is the great sense of belonging that citizens have. In fact, Bogotanos now push the mayor to have more pedestrian public spaces, more bike paths and more TransMilenios. New words were created, for example Ciclo-Ruta for bike paths, TransMilenio, Alamedas for the big tree-lined promenades, the word bollards was never mentioned before. Now, all Bogotanos use them very often. Peñalosa also created a department for the protection of public spaces, Defensoría del Espacio Público, which receives hundreds of calls every day to report invasion of public space by hawkers or cars.

One example that illustrates how citizens have changed is that last year Mayor Mockus asked citizens to voluntarily pay an extra 10% in property tax to invest in more bike paths, more schools, more parks, etc. [Ed. note: 1,200 parks were built in Bogotá during Peñalosa's term.] More than 70,000 families paid this additional 10%. This shows that there has been a change in the paradigm; citizens trust the government and support the development of a new city vision. The new mayor has continued Peñalosa's projects and is committed to the new city model.

CB: What is the latest on carfree days in Bogotá?

To date Bogotá has held four carfree days and each year there is a better understanding of the importance of a carfree day as a tool to make the city more egalitarian. It has been a wonderful exercise that has put Bogotá in the lead of cities with carfree days. Since 2000, the city has received several international delegations that come to Bogotá to experience for themselves the carfree day, in order to implement it later in their cities. This year for example the city received more than 140 people from more than 26 countries. In 2002 the United Nations held a seminar in Bogotá for Latin American mayors and transport authorities to make the carfree day a wider movement in the region.

The referendum has been a wonderful tool that has made Bogotanos think about their city in the future. It has also helped to pressure the implementation of TransMilenio and its feeder buses and more bike paths to connect to the network. I remember how difficult the implementation of the first carfree day was, not for technical or logistical reasons, but because of retailers' opposition. The referendum gave legitimacy to the annual measure and nowadays the complaints have diminished.



Positions reversed – pedestrians and cyclists take the streets on the first of Bogotá's Carfree Days while 800,000 cars stay firmly out of sight.

Now, you can see specials; discount prices and sales on the carfree day. I have even talked to store administrators that sell more on the carfree day than even on a Saturday or Sunday. There is a new mentality a new way to see the carfree day. It was finally the citizens' decision to have it annually.

CB: Is Bogota an isolated island of carfreedom in Colombia or has the positive germ spread?

Thanks to the positive effect in Bogotá, other Colombian cities have started their own Bus Rapid Transit programmes with the support of the national government. Cities like Medellín, Cali, Bucaramanga, Pereira, and Barranquilla have started studies for their own TransMilenios. Other cities such as Valledupar, Villavicencio, Apartadó, Yopal, Cartagena and Manizales among others are constructing bike paths and pedestrian spaces. We can say



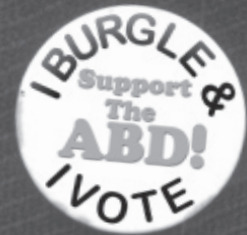
PRESS RELEASE January 2003:
The Association of Burglars and Deceitors Fights Back Against Political
Correctness Gone Mad!

Association of Burglars and Deceitors (ABD) has spoken out about the spread of burglar alarms across the country and is insisting that these are painted yellow to alert burglars before breaking and entering. The group has accused authorities and householders of secretly hiding the familiar boxes found on the external walls of buildings and trying to outwit burglars. A spokesperson for the ABD said, "this is just another example of the New Labour nanny state cronies penalising 'beleagured' burglars. There is too much focus on poor burglars when they are not the main cause of crime in the UK - just look at the figures for those breaking the speed limit, for example!"

The ABD insists the organisation stands firmly behind improved crime reduction - but installing burglar alarms and using the message of 'Kill Burglary' is too simplistic an approach and is actually doing nothing to reduce crime. The ABD has gone as far as saying that there is no link between burglary and crime, disputing research by the independent Crime Research Laboratory in the recent ABD report, "Responses to recent CRL 'home security' Press Articles" [attached]. In the report the ABD states that "The Association of Burglars and Deceitors [is] committed to making stealth crime reduction through the misrepresentation of crime and personal safety issues as socially unacceptable as speeding." The ABD concludes the report by giving a clear warning shot to the authorities:

"I Burgle & I vote.
Every day, more burglars get frustrated.
Every month, more draconian legislation is proposed.
Every year, more and heavier penalties for crimes are imposed.
Every five years, burglars vote..."

The ABD - committed to making the prejudiced persecution of burglars, through the misrepresentation of crime and personal safety issues, as socially unacceptable as speeding.



The Association of British Drivers (coincidentally also the ABD) represents and promotes the interests of car owners and drivers, motor cyclists and users of other forms of motorised vehicles in the UK. The group offers a sane voice for motorists' rights, promoting effective road safety instead of the criminalisation of safe driving. One focus of their campaign is on speed cameras, "police fundraisers" which actually result in more dangerous roads by distracting drivers' attention and undermining their natural ability to judge the road conditions. In

their words: "Speed does not kill. Without speed you cannot travel! It is only the incorrect and irresponsible misuse of speed which kills!... Higher speed in a safe traffic environment is safe and responsible: travelling faster here buys the driver time to slow down for high risk situations."



Police Fund-Raiser
Please Give Generously

Tight Speed Camera Abuse: The Association of British Drivers - www.abd.org.uk 0800 358 9855

Running Clean?

[Toyota Prius Advertisement]

"Before you read any further, conduct this simple exercise: Breathe in. Now breathe out.

In that simple exercise, you just produced more carbon dioxide than the car. In fact, by the time you've read this advertisement, you'll have exhaled 1.5 litres of this damaging greenhouse gas. But you can't help it. Nor can the cyclist. It's a by-product of breathing oxygen to create energy. And the more you move about and exercise (like cycling, for instance), the more carbon dioxide you create.

Conventional petrol driven cars breathe in oxygen continually too, to create energy. And, as a result, they also constantly exhale carbon dioxide. However, the Toyota Prius is different. Even though it's driving, it's not breathing oxygen, therefore it's exhaling no carbon dioxide. Prius is the world's first production hybrid technology car. Which, put simply, means it has two motors – an advanced electric motor and a slightly more conventional petrol motor. And at the time the photograph was taken, the petrol motor (the one that breathes



oxygen) was, in effect, holding its breath – it had shut itself down because the electric motor was providing sufficient power to propel the Prius.

So incredibly, the Prius was able to drive without producing a single molecule

of carbon dioxide... There are times, though, when the Prius does produce carbon dioxide. When the driver wants to accelerate hard or travel a little faster, the petrol motor seamlessly swings into action providing an extra 53kW of propulsion.

Admittedly, when this happens, the bike would be by far the cleaner breathing vehicle. But when you compare the Prius against more realistic competition, the conventional car, it produces a staggering 80% less emissions. Which is fantastic news for the cyclist, because the fewer emissions the Prius exhales, the fresher the air is for him to breathe."



Toyota Prius - What Is Actually There?

The advertisement above was found in several editions of National Geographic magazine. I have filed a formal complaint with the UK Advertising Standards Authority. I thought it might be worth writing a short article to fill in the details that were mysteriously left out of the advertisement.

Firstly there is the comparison between the CO₂ produced by the cyclist and the vehicle. The ad conveniently neglects the fact that the cyclist is burning a renewable source of energy, food, that (in theory at least) has no lifecycle CO₂ emissions. The Toyota Prius on the

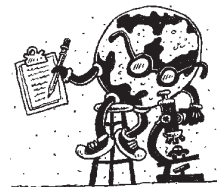
other hand, burns a dirty fossil fuel. I also feel obliged to point out that the person driving the Toyota is probably also breathing.

Also missing is any mention of the pollution, including a large percentage of the lifecycle CO₂ emissions that occur during construction and disposal. For the average car this is 20 to 30% of the life cycle GHG emissions. However to keep the weight down (to 1.2 tonnes), the Prius has large amounts of aluminium, a more energy-intensive metal to manufacture than steel.

Another interesting claim is that of emissions 80% less

than the "conventional car." The VCA has some reliable figures on vehicle emissions (<www.vcacarfueldata.org.uk>). It puts the Prius at 120g/100km CO₂, only 36% lower than the similar-sized Toyota Corolla and 10% lower than the Honda Jazz. When it comes to nitrous oxide emissions the Corolla and Honda Jazz both outperform the Prius. The small MCC hatch has lower CO₂ and nitrous oxide emissions than the from the regenerative braking! Presumably the laws of physics don't apply to motor vehicles. (What was left out was that the "breathing" engine is

Studies & Reports



How Green Can Black Be?

Just six companies, ranking among the largest in the world, are responsible for over 90% of emissions from the most polluting product in the USA, the automobile. A report by the Union of Concerned Scientists analyses which car manufacturers are the "greenest," moving beyond board room statements to evaluate what each of the Big Six (DaimlerChrysler, Ford, General Motors, Honda, Nissan and Toyota) is actually selling in its showrooms.

Based on the relative emissions of smog-forming pollutants and global warming gases of the average new vehicle sold by each company in 2000 and 2001, the car manufacturers were ranked from cleanest to dirtiest, placing equal weight on their contribution to smog and global warming.

For example, while the average Honda emitted 21% fewer global warming gases and 31% less smog-forming pollution than the average for the Big Six automakers, in contrast, DaimlerChrysler's average vehicle was 9 to 10% dirtier.

If you want to find out more on which are the best of the worst, check out <www.ucsusa.org/publications> or contact UCS Publications, Two Brattle Square, Cambridge, MA 02238-9105, USA; <pubs@ucsusa.org>; tel: +1(617)547-5552.



Err, that's your bloody mother, isn't it honey?

He Knows What Your Mum Drives But Not Her Name?

Ever since cars were invented, women have complained that their husbands recognise the latest Ford more quickly than they do their in-laws. A new study published in Nature Neuroscience may help explain why.

It seems that men who like cars recognise the different models using the same part of the brain that people use to identify faces. When car aficionados were shown pictures of cars and pictures of faces together, they tended to get a kind of traffic jam

in the part of the brain normally used to identify faces.

Researchers from the University in Tennessee and University of Colorado tested 40 men – 20 car lovers and 20 car novices. They showed all 40 men alternating sequences of faces and cars and asked them to compare each car to the previous car they saw and each face to the previous face they saw. Using special techniques, they were able to see how the men were processing the images – holistically or piecemeal.

Men with the most car savvy recognised the cars in a holistic fashion, but could not recognise faces as well. Men who knew little about cars used the piecemeal approach to identify the cars and had no problems identifying faces.

- CNN.com, March 10

Wrong Track for Car Sharing?

Fifteen years after its modest beginning, car sharing in Germany now makes up an important share of the transport market. At the same time, car sharing seems to be reaching a turning point.

New techniques, new forms of offers and organisation, and the development of new user markets might be followed by a change in

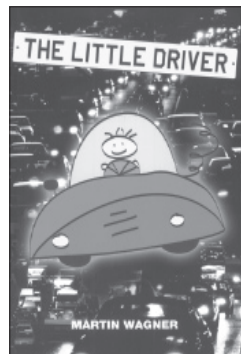
advert

Book Reviews



The Little Driver

Martin Wagner, 2003, Pinter & Martin, London; ISBN 0-953-09645-9



The Little Driver is a delightful fairy tale about a little boy named Joe, who happens to be a car fanatic not unlike the ones you read about in this magazine's Car Cult Review section.

I'm not going to tell you the whole story, but here's an introductory teaser:

Joe's father is a director of a car factory. One day little Joe

visits him at work, to check out the factory and the cars being made there – which is always a big adventure for Joe.

As Joe watches cars coming off the assembly line, his dad asks him to choose one of the cars. Joe chooses a red one, and then Joe's dad asks him to start the engine. After Joe finds out that his father is not joking, he starts the engine and soon finds that time has sped forward ten years. Joe's father then seriously asks him to drive away from the factory, since his eighteenth birthday is coming up shortly and the red car is a present.

As you can imagine, Joe is a bit confused by the whole situation, especially the fact that he is suddenly ten years older. But on the other hand, this is what little Joe had always dreamed of – so he jumps at the chance and drives off.

At first he enjoys driving around, but as he meets people and starts to understand the problems that cars are causing, he begins to question whether cars are really such a good idea after all. He meets an old man who has to walk for ten minutes to find a suitable place to cross a street. He meets an old lady who recounts stories of when cars ran at 30 kph. And he meets a man who sells cars to people stuck in traffic jams.

Joe also tries to talk to people stuck in a traffic jam, but no one is in the mood for conversation, being tired from all the pollution and stress. While he is waiting for the cars to move, he watches passengers in a bus and calculates how many cars would be queuing there if

Future Transport in Cities

Brian Richards, 2001, Spon Press, London; ISBN 0-415-26142-2



Computerised personal transport? Perhaps. High-speed moving pavements (sidewalks)? Even more likely. In Future Transport in Cities, Brian Richards envisions what the future city might look like...without cars. To address an "insatiable demand for

parking space" and traffic congestion caused by people driving around in circles looking for parking, future cities will have to have viable public transport systems built "in cooperation with the needs of citizens."

Using new technologies and innovative design, a bus system can become just as "convenient" as travelling by car. Light rail systems, although more expensive than buses to implement, have a road life of 25-30 years (the average city bus, he writes, lasts ten years). The hope is that the concurrent implementation of a road-pricing scheme, like in London, will directly support such public transport projects. A street with light rail leaves no room for cars, only happy pedestrians and a bustling street life. Making way for light rail, public buses, and expanded waiting shelters will involve the gradual elimination of all vehicular traffic, aside from servicing at pre-specified times.

Once people start giving up their cars, writes Richards, we can start tearing up all that on-street parking, freeing up space for light rail, wider pavements and, of course, bike lanes. Parking is not a problem for bicycles, as 100 bikes take up the same parking space as ten cars. Since the biggest transport problem is the short, 2-4 km trip from home, good cycling infrastructure is necessary in the future city.

With fewer cars, we can also build more pedestrian areas, while also encouraging housing in city centres to further reduce transport problems and encourage street life. Thus, the focus is not only on mobility, but also on turning warehouses and old office buildings into affordable housing for young people. In Khoku New Town, near Tokyo, a carfree pedestrian street was built that runs from the metro entrance to the

surrounding residential areas where 160,000 people live.

Unfortunately, writes Richards, no amount of techno-rich mobility devices is going to change the habits of old-style, car-dependent suburban living. Low population density (12 persons/hectare in the US) in massive suburban



Resources



BOOKS

The Little Driver

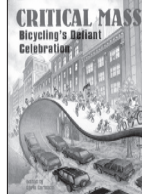
Martin Wagner, 2003, 56 pages
EUR 10, £7, US\$10, AU\$18, or CZK 250



Joe always dreamt of driving his own car. When his wish comes true and he takes his brand-new sports car for a spin through town and country, his adventures soon take a turn for the unexpected. A children's book for young and old, *The Little Driver* takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

Critical Mass

Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
EUR 23, £16, US\$23, AU\$40, or CZK 670



A pushy and irreverent collection of inky social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

Ecocities

Building Cities in Balance with Nature
Richard Register, 2002, 290 pages



EUR 20, £14, US\$20, AU\$35, or CZK 500

Ecocities outlines a compelling strategy of how to work towards a human habitat that is a boost rather than a drain to the planet's biodiversity. The book is written for planners, architects, environmentalists, activists and anyone who wants to be part of a creative and

compassionate process.

New City Spaces

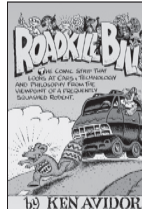


Jan Gehl and Lars Gemzoe, 2001, 263 pages
hardcover: EUR 55, £38, US\$55, AU\$95, or CZK 1,620

This beautiful, thoughtful and informative book details the development of public space and public life worldwide over

the past 25 years. Through colour photos, text and diagrams, it highlights 39 public spaces in nine featured cities that have been won back from traffic. The nine cities are Barcelona, Lyon, Strasbourg, Freiburg and Copenhagen in Europe, Portland in North America, Curitiba and Cordoba in South America, and Melbourne in Australia.

Roadkill Bill

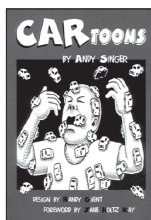


Ken Avidor, 2001, 108 pages
EUR 10, £7, US\$10, AU\$18, or CZK 150

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes gruesome cartoons are collected

CARtoons

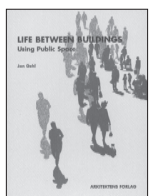
Andy Singer, 2001, 100 pages, optional CD-ROM
contains high-resolution TIF images of all graphics
Book: EUR 10, £7, US\$10, AU\$18, or CZK 150
CD-ROM: EUR 4, £2.50, US\$4, AU\$8, or CZK 80



A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics (made available for free nonprofit reuse). *CARtoons* doesn't just take a bite out of car culture, it chews it up and spits it out.

Life Between Buildings

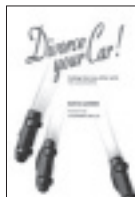
Jan Gehl, 2001, 202 pages, fourth English edition
EUR 20, £14, US\$20, AU\$35, or CZK 500



A classic is republished and revised. The best source for understanding how people use urban public spaces. Published in many languages since 1971, it is a standard textbook in architecture and planning schools, and continues to be the undisputed introduction to the interplay between public space design and social life.

Divorce Your Car

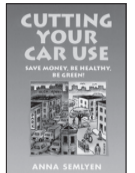
Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
EUR 20, £14, US\$20, AU\$35, or CZK 500



Divorce Your Car! speaks to individuals, encouraging readers to change their own behaviour without waiting for broader social change. It provides all the reasons not to drive and the many carfree alternatives.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000, 160 pages
EUR 10, £7, US\$10, AU\$18, or CZK 250



Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.

Carfree Cities

J.H. Crawford, 2000, 324 pages
hardcover: EUR 40, £28, US\$40, AU\$68, or CZK 1180
paperback: EUR 30, £21, US\$30, AU\$52, or CZK 885

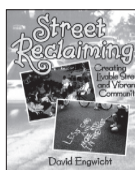


An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's car-free design in new and

existing cities.

Street Reclaiming

Creating Livable Streets and Vibrant Communities
David Engwicht, 1999, 207 pages
EUR 23, £16, US\$23, AU\$40, or CZK 670



Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen, whether you're a city official or a resident. A quantum leap

Sustainability and Cities

Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
EUR 46, £32, US\$46, AU\$80, or CZK 1350



The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing car dependence will we be able to successfully accommodate all elements of the sustainability agenda. Includes an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrates how cities around the world are overcoming automobile dependence.

Alice in Underland

Wolfgang Zuckermann, 1999
EUR 10, £7, US\$10, AU\$18, or CZK 250

"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America." Entertaining and insightful.

Wise Fool Basics

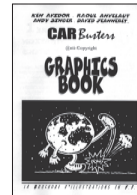
K. Ruby, Wise Fool, 1999, 96 pages
EUR 13, £9, US\$13, AU\$22 or CZK 375



Giant puppet building, street theatre tips, stilt-making...A fantastic book full of useful information and inspiration for making direct action imaginative, artistic and creative. Loads of diagrams and photos.

Car Busters Graphics Book

Car Busters, 1999, 44 pages
EUR 5, £3.50, US\$5, AU\$9, CZK 125



Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive fliers, posters, etc. The graphics can be reproduced freely for nonprofit purposes.

Direkte Aktionen oder

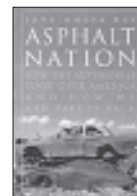
Die kleine Blockadefibel

Anonymous, 1999, 52 pages, prices as above

Das Beste aus dem berühmten-berüchtigten Buch *Road Raging*. Hilfreiches für Protest-camps, Strassen-parties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppenprozessen.

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
EUR 23, £16, US\$23, AU\$40, or CZK 670



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is entirely possible.

Home from Nowhere

Remaking Our Everyday World for the 21st Century
James Howard Kunstler, 1998, 320 pages
EUR 17, £12, US\$17, AU\$29, or CZK 500



Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside-side" that he described in *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design

In a Hurry?

Order from <www.carbusters.org>.

Not finding what you're looking for?

Our members/subscribers get a 10% discount at <www.detroitpublications.com> on over 130 books and other resources on transportation and urban ecology.



Direct Action Manual
Earth First!, 1998, 152 pages
EUR 6, £4, US\$6,
AU\$10, or CZK 150

This is an almost comprehensive guide to direct action tactics developed by activists around the world. Lots of useful diagrams and illustrations.

Bike Cult

The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
EUR 32, £22, US\$32, AU\$55, or CZK 935



Packed with pictures, this book is a complete guide to (and celebration of) cycling as transport, recreation, sport and way of life. Perry goes beyond just bikes and addresses HPVs of every kind—from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Geography of Nowhere

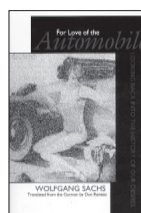
James Howard Kunstler, 1994, 304 pages
EUR 17, £12, US\$17, AU\$29, or CZK 500



Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. The predecessor to Kunstler's *Home from Nowhere*.

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 40, £28, US\$40, AU\$68, or CZK 1180



Far more than a means of transport, the car has become a cultural icon for our times. Examining the history of the automobile, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status and power—and reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future.

Family Mouse Behind the Wheel

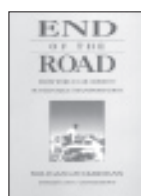
Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 10, £7, US\$10, AU\$18, or CZK 250



This colourful book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest home, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.

The End of the Road

Wolfgang Zuckermann, 1991, 300 pages
EUR 10, £7, US\$10, AU\$18, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 “ways out” of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and rearranging our lives.

“FREESOURCES”

A growing selection of free texts available in several languages and file formats from <www.carbusters.org>:

- *Energy and Equity* by Ivan Illich
- *The Social Ideology of the Motorcar* by André Gorz
- *Hypermobility* by John Adams
- *The Secret History of Lead* by Jamie L. Kitman
- *American Ground Transport* by Bradford Snell
- *Time Pollution* by John Whitelegg
- *The Importance of the Car to the Modern Economy*
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Evidence on the Effects of Road Capacity Reduction on Traffic Levels* by Phil Goodwin et al.

CAR BUSTERS

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STICKERS

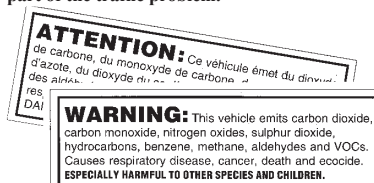


“One Less Car” Bike Stickers

Available in Czech, Dutch, English, Finnish, French, German, Norwegian/Swedish/Danish, Polish, Romanian, Serbo-Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant.

Ten stickers: EUR 2, £1.40, US\$2, AU\$3.50, or CZK 50

The famous “One Less Car” sticker has become multilingual. Show drivers that your bike is not a part of the traffic problem.



“Cancer Warning” Stickers

Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish, Serbo-Croatian and Czech.

For 15 stickers: EUR 3, £2, US\$3, AU\$5, or CZK 80



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VIDEOS/OTHER



Autoschreck / Car-Fright
1994, Eng. and Ger. versions, PAL form...
EUR 20, £12.50, US\$20, AU\$36, or CZK 600

The car is taking over the city. Michael Hartmann refuses to bow to them, refuses even to divert around the cars illegally parked on the pavement (sidewalk). Autoschreck is a documentary about a man discharged from

a mental hospital for being perfectly normal. He was just giving the cars a taste of their own medicine.



We Are Traffic!
1999, 50 min., specify PAL or NTSC format
EUR 25, £17.50, US\$25, AU\$47, or CZK 735

A chronicle of the history and development of the “Critical Mass” bicycle movement from its beginnings in San Francisco in 1992 to its spread across the globe.



Return of the Scorchers
1992, 30 min., specify PAL or NTSC format
EUR 25, £17.50, US\$25, AU\$47, or CZK 735

A look at bike culture and lifestyles around the world with beautiful and inspiring scenes of bike use filmed in China, The Netherlands, Denmark and the USA.



MATE Booklet and Map
(Map of Activities on Transport in Europe)
A SEED Europe, 2000
EUR 7, £4, US\$7, AU\$12, CZK 200

A comprehensive guide to what is happening in the spider-like murky web of European transport including an overview of TENs

Shipping Included
in all listed prices.



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- o **Saviour** - US\$100/EUR100/£70*
[includes a two-year magazine subscription, a copy of "CARtoons" and a copy of "End of the Road" by Wolfgang Zuckermann]

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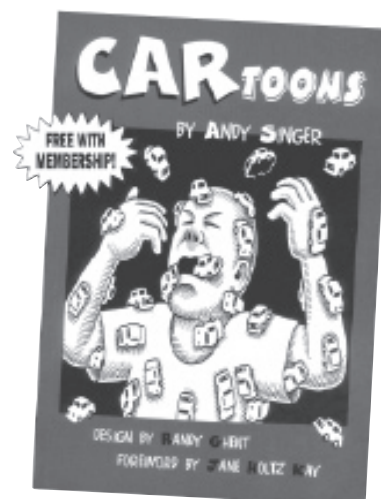
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website: www.carbusters.org

Announcements



Bike Summer

June 27-July 26:

BikeSummer is a framework for fun and educational events celebrating the bicycle: rides,

competitions, workshops, movie screenings, exhibits, historical tours, eco-tours, advocacy discussions, bike art, BMX events, and more. Anyone can organise their own event. Some of the highlights already lined up are two traffic calming rides, track racing and a chopper building workshop.

Check out <www.bikesummer.org> for more information and graphics, including event listings and ways to get involved. Or contact BikeSummer 2003 at PO Box 249, New York, NY 10002, USA.

This View of Density

When you hear that a neighbourhood has a density of 20 units per acre, or 90, or 500, do you have a clear picture in your mind of what it looks like? Is it accurate? When deciding whether to require surface parking in a development, do you have a notion what that will do to the density or even car ownership and driving?

Why do environmentalists oppose sprawl? Does it really consume that much more land than compact development, and pollute that much more? Or require more driving? And more petrol and dependence on foreign oil?

How can you transform a boring neighbourhood into an active, thriving, convenient one? Test all these questions at "This View of Density" at <www.sflcv.org/density>, which includes calculations of environmental impacts and some great visuals. Authors would love to see this website duplicated in other cities and offer their help in doing so.

Contact John Holtzclaw at <John.Holtzclaw@SierraClub.org> or tel: +1(415)977-5534. For more info on sprawl and transport action

CAR BUSTERS ANNOUNCEMENTS

World Carfree Day: Sept. 22 Every Year, Everywhere

As a result of discussions on the carfree_network listserve, World Carfree Day will from now on be singular (not World Car-Free Days) and take place on September 22 – every year, everywhere. Adjoining days can be used for multiple-day local programmes. More info on World Carfree Day 2003 can be found at <www.carbusters.org/wcfd>.

The United Nations cannot endorse a programme based around specific dates (such as Sept. 22 as World Carfree Day) without such a decision being passed by the UN General Assembly. Instead, the UN has on April 30 launched the UN Carfree Day Collaborative, with the intention of sharing carfree day contacts, experience and support with city governments and others interested in organising such activities. Ghazal Badiozamani (badiozamani@un.org) is the contact person for this new programme. Website pending. UN support for World Carfree Day is an eventual possibility.

Car Busters Chooses Second Name!

Because some occasions call for a name that sounds more serious, respectable and official than Car Busters, it was decided at the Towards Carfree Cities III conference that we would therefore adopt a second name (in addition to, not replacing, Car Busters). Discussion on the carfree_network listserve concluded on May 26, with the selection of World Carfree Network as the new name. Congratulations to JH Crawford of Carfree.com for coming up with the winning title. We have secured the web domain worldcarfree.net, which will be less activist-oriented, in order to appeal to a more general audience. It remains to be decided what projects will be under the name Car Busters and which under World Carfree Network.

Berlin 2004: Towards Carfree Cities IV

At the very successful and productive Towards Carfree Cities III conference in Prague (March 17-22), it was decided that, in order to develop and maintain the Car Busters network, it is necessary to have an annual meeting. The next conference, Towards Carfree Cities IV, will be held in summer 2004 in Berlin. Two Berlin-based organisers are already researching funding sources, facilities and possibilities for official cooperation.

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